

Military Surface Deployment and Distribution Command

Customer Advisory

August 18, 2021

CA-21-08-18/0089

Subject: Installation/Unit Rail Car Requirements.

Purpose: Advise Installations of Daily Rail Call requirements and DODX Rail Fleet management critical practices.

Reference: CA-18-01-29/0216 dated 29 January 2018. "Demand for Chain Tiedown Flatcars and Upcoming Commercial Railcar Capabilities."

Be Advised: In order to manage the rail fleet to meet the demands of increased capacity and rail moves, all installations must participate in the daily rail call held at 0830 CST Monday through Friday except for federal holidays. At a minimum, Installation Transportation Officers (ITO) and Unit Movement Coordinators (UMC) shall be active in the daily rail call to coordinate rail car requirements for their installation and manage empty car requests from other installations and SDDC. If ITO and UMC are not available to attend the daily rail call, a suitable representative shall be appointed to attend the rail call in their absence who is familiar with the installations current rail car inventory and requirements for current and future rail movements. ITO's and UMC's may have unit movement officers or other representatives listen in and participate in the daily rail call to assist in managing requirements for the unit's planned/current move.

Additionally, Installations are reminded to consider the following critical practices:

1. Provide SDDC with information on your rail move as early as possible. This allows SDDC to add it to the long-range planning forecast of rail moves, which are currently shared with all industry.
2. Follow SDDC guidelines for DD Form 1085 submission in requesting a tender for your rail move. Submit the request as soon as the loading dates, car types and quantities are reasonably certain (a minimum of 30-45 days in advance).
3. Utilize a multi-mode plan for large volume movements. Utilize as efficiently as possible rail and truck. For example, send 80% of equipment (high/wide) by rail and the remainder 20% by line haul.
4. When developing your rail load plan (7a), prepare to utilize only commercial cars (except when including tanks and tank retrievers).
5. Develop a load plan that minimizes the number of cars needed.
6. Develop a load plan in sufficient detail to determine the total number of cars by type, by loading date. Ensure to minimize the number of trains that will carry clearance (high/wide) loads. These should be sent early, to maximize the chance that any cars with clearance loads bad ordered for repairs can be picked up by later trains.
7. Send empty car requests to SDDC's contract empty car distributor, as soon as the load plan and tender is completed. This will ensure there is enough time to identify commercial railcars to fulfill the requirement.

8. Schedule employee and military member's work hours to allow for expedient on/offload of railcars.
9. Release railcars back to railroads immediately after offload.
10. Give thought to how you will address the following contingencies:
 - a. Railroad car substitution (e.g. utilizing 3 60' cars instead of 2 89' cars).
 - b. Railroad unable to deliver all of the cars requested by the requested dates.
 - c. Railroad unable to deliver all of the cars requested.
 - d. Inability to permit time off immediately after return from rotations because cars must be unloaded to make them available to other units.
 - e. For Reserve and National Guard units, cars are delivered before or after personnel are on orders to load/unload them.

SDDC POCs:

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Expiration: N/A